GEOGRAPHIC NEWS BULLETINS

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General Headquarters, Washington, D. C.

Contents for Week of October 19, 1931. Vol. X. No. 15

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© *Photograph by W. Bosshard*

A MAIL RUNNER OF NORTHERN KASHMIR

The famous creed of custodians of the mails might be amended in his case to: "Neither avalanches, glaciers, icestorms, torrents, cloudbursts, nor bandits shall stay this courier in the swift completion of his appointed rounds" (See Bulletin No. 1).

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Trans-Asiatic Expedition First To Reach Gilgit on Wheels

AFTER fighting their way, yard by yard, over the perilous passes of the lofty Pamir in northern Kashmir, traversing trails which were washed out and chiseled by floods, and being the first men to enter the remote mountain town of Gilgit on wheels, the Citroën-Haardt Trans-Asiatic Expedition has wirelessed the National Geographic Society, which is coöperating in a 13,000-mile exploration of Central Asia, that it is proceeding on foot for the next leg of its journey into Sinkiang (Chinese Turkestan).

Floods have entirely washed away steep trails ahead so that the two tractor-cars, which made such a notable record in crossing Asia from Syria—by way of Iraq, Persia, Afghanistan and the Khaiber Pass—to Kashmir, had to be abandoned a short distance beyond Gilgit.

People of Gilgit Amazed

Gilgit is a small town of a few hundred natives with a touch of the West displayed in the British Agent's residence, a handful of British administration officials, and a few scattering articles of western merchandise in its shops. It is about one-third the distance the expedition will have to travel from Srinagar, at the southern base of the mountains, to Kashgar, Chinese Turkestan, which lies a short distance from the northern base.

The Gilgit population was amazed at the entry of the two expedition cars—the first wheeled vehicles to traverse cruel Gilgit trail.

The valleys of Gilgit Wazarat, or province, are peopled by mountaineers who eke a scanty living by cultivating rock-strewn valley floors almost stripped of their tillable soil by raging spring torrents.

Two Units Will Unite

Ponies, yaks and coolies finally met the explorers at Tashkurgan, across Sinkiang border. They will join the "Chinese Unit," led by Lieutenant Commander Victor Point, which has proceeded with special tractor-type cars from Peiping (Peking) westward across the Gobi Desert, in Kashgar.

At Kashgar the two units of the expedition will unite and move eastward across some of the least known and only sketchily mapped parts of Central Asia, studying the remote peoples, the geology, plant life, and other geographic features of areas which have seldom been visited since the days of Marco Polo.

Leader Georges-Marie Haardt and his unit scaled the "roof of the world" between Misgar, which crowns the desolate, treeless, skyscraper heights of Kashmir, more than 10,000 feet above the sea, and Tashkurgan.

Forced To Sleep On Cold Ground

News that the Expedition has won its way through the Himalayas in one of the worst seasons known in years when many precipitous trails had been washed away by floods, came in a wireless message to the National Geographic Society headquarters in Washington, D. C. The camels bearing food, bedding and tents were lost a day on the last leg of the journey to Tashkurgan, the message stated, and the members of the Expedition were forced to sleep on the cold ground and had short rations.

© *Donald McLeish*

MAGDALEN'S BELL TOWER IS ONE OF THE GLORIES OF OXFORD

Each May Day, at 5 a. m., the college choir sings a Latin hymn from the top of this beautiful fifteenth century edifice, and the bells peal forth a glad salute to approaching summer. The present Prince of Wales was a student at Magdalen (pronounced "maudlin" in Oxford), as were also Addison and Oscar Wilde. The stream is the River Cherwell (See Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Outward Spinning Whirlpool, Another Mystery of the Sea

DISCOVERY of an outward spinning whirlpool in the Atlantic Ocean was reported recently by a vessel of the Coast and Geodetic Survey. While charting the Georges Banks, 150 miles east of Cape Cod, the Survey vessel *Hydrographer* encountered the strange whirlpool, which was strong enough to throw the vessel off its course. The cause of the phenomenon is unknown, but further investigation will be made. It differs from other whirlpools known to navigators in that it spun outward instead of toward its center.

Ocean Constantly Playing New Tricks

An outward spinning whirlpool is another oddity added to the long list of unexplained mysteries of the sea. It is half in jest and half in awe that old tars refer to the bounding main as "that old devil sea." In olden days the sea was believed to be peopled with strange monsters which devoured both ships and men.

Even today, with all the safeguards and comforts of modern travel, a ship voyage is not without its hazards. Mother ocean constantly plays new and unexpected tricks because man's knowledge of the sea, for all his centuries of study and experience, is extremely meager.

Explorers and geographers sighing for new lands to conquer may find their best field, paradoxically, in the sea. When it is realized that nearly three-quarters of the surface of the globe consists of water, it is rather remarkable how little we know of the vast surface of the solid sphere which lies under this screen of liquid.

The greater portions of our continents are mapped even to the smallest details, and our harbors and the shallow waters close offshore are fairly well charted; but once the edges of the continental shelf are passed the features of the sea bottom, and what strange phenomena may be found there, are but vaguely represented by a few contour lines laid down between rather infrequent points of soundings.

Imagine men in airships cruising over a strange country, flying above miles of clouds, and once in a while dropping a sounding line down to earth and now and again letting down a dredge or a trawl. Under such conditions they probably would learn little about what was happening below.

Bits From the Depths

They might happen to sink their sounding tube into a stream filled with factory waste, or their dredge might chance to dig up a piece of discarded metal or a dead rat, while their trawl might catch a butterfly or capture a bumblebee; but the specimens would not give a picture of the geology of the land, nor the things brought up by dredge and trawl afford an insight into what is going on at the bottom of the ocean of air, or of what inhabits the floor of that ocean.

Little wonder, then, that man marvels at how much has been learned about the seas, while he realizes that what he knows is much less than the proverbial drop in the bucket as compared with what remains a mystery.

The most impressive thing about the sea is its shallowness as compared with the size of the earth, and its depth as compared with the height of the land. If one were to take a globe 6 feet in diameter and excavate the deepest trench of the ocean thereon, it will be a bare pin-scratch deep—about one-twentieth of an inch.

The Expedition still has about 150 miles of mountainous region to traverse before reaching Kashgar, where it will meet the China unit.

Tashkurgan was reached on September 8, but because the Expedition was far from telegraph and wireless facilities, Georges-Marie Haardt, the leader, had to send a courier back into India to the end of the British telegraph line at Mintaka before word could be gotten to America (see cover illustration).

Since September 1 when the Expedition left Misgar in the extreme northern portion of Kashmir (India) it has suffered many hardships, climbing over 15,600-foot Kilik Pass, and the slightly lower Wakhjir Pass into Afghanistan. The nights have been freezing cold, and part of the travel has been through driving rain, sleet and snow.

The party passed close to the remote point where Russia, China, Afghanistan and India meet and the leaders were entertained in the neighborhood in the felt yurts—the tentlike houses—of Khirmshiz natives. There the household duties of the women consist of milking yaks and rolling felt from yak hair with their forearms. Yak cream formed the principal delicacy in the feast tendered the visitors.

Note: See, also, "The Citroën-Haardt Trans-Asiatic Expedition Reaches Kashmir," *National Geographic Magazine*, October, 1931, and "The Trans-Asiatic Expedition Starts," June, 1931. For additional reading about the strange customs and interesting people of little-visited Chinese Turkestan consult: "On the World's Highest Plateau," March, 1931; "Desert Road to Turkestan," June, 1929; "The World's Greatest Overland Explorer," November, 1928, and "By Coolie and Caravan across Central Asia," October, 1927. The colorful Indian kingdom of Kashmir is described in "House-Boat Days in the Vale of Kashmir" and "Oriental Pageantry in Northern India," October, 1929.

Bulletin No. 1, October 19, 1931.

© *Photograph by Herford Tynes Cowling*

PULLING A LARGE SHAWL THROUGH A TINY FINGER RING

To show the fineness of their wares, these Kashmiri merchants draw the *pashmina* through a ring—hence the term "ring shawl." Kashmir's most famous industry, dating from the sixteenth century, is almost extinct to-day. It is said that the making of each shawl costs a pair of human eyes. Napoleon made the Kashmir shawl popular when he gave some to Josephine.

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Oxford: Will It Become "Cowley's Latin Quarter?"

OXFORD, one of the most famous university cities in the world, again is considering the menace of an industrial age. The little village of Cowley, containing the largest automobile factory in Great Britain, has brought mass production within five miles of the ivy-clad walls and lacy spires of the ancient and venerable seat of learning.

Industry is moving southward in England, and a prophecy, made at a meeting of the National Association of Local Government Officers, held in Oxford this summer, that Oxford would come to be known as "the Latin Quarter of Cowley," is a jocular way of saying that Oxford is faced with a difficult town-planning problem.

A Picture of the Middle Ages

"Oxford is a picture of the Middle Ages whose spirit speaks of tomorrow," says E. John Long in a communication to the National Geographic Society.

" 'A home of lost causes and impossible loyalties,' it has been labeled by some writers. Perhaps libeled is a better word. 'Lost causes,' and 'impossible loyalties' suggest defeat and decay. But Oxford apparently has been nourished by lost causes; it has thrived on, or prospered in spite of impossible loyalties.

"The spires of the good gray city look down upon a machine age with the same detachment and indifference that they displayed in the face of Cromwell and his Roundheads, or any others who have threatened their monastic peace and calm.

"There are, of course, those who say that Oxford is very far from being a home of lost causes, and that, on the contrary, it has always been quick to fall in line with every popular fad which various generations have developed. But this is a matter of opinion.

"5 and 10's" Are "3 and 6's"

"Strolling along the winding streets and lanes of Oxford town, I noticed many things in the windows and signs of the shops which indicate that the tradesmen and others, not directly connected with the university, have made concessions to the times—chain stores, called '3 and 6's' instead of '5 and 10's,' the units being pennies (there is a branch of the well-known Woolworth's in Oxford); American movie houses, 'cinema' is the English word, showing American and foreign films; interurban bus lines; garages and parking spaces; soda fountains, and novelty shops.

"The origin of Oxford as a university is shrouded in the myths of a day when records were poorly kept and even more poorly preserved. Some authorities hold that Oxford and Cambridge were each founded by early potentates. Others claim that religious establishments in the towns attracted scholars.

"It seems more likely, however, that both Oxford and Cambridge became universities as a result of location and a series of fortunate circumstances. Halfway between London and the Midlands of England, on main routes connecting the two populous districts, yet far enough removed from the disturbances of these industrial and political centers, teachers and scholars alike found in them havens for academic life. A few learned men gathered about them, in their homes or in monastic buildings, groups of students, who found such accommodations as they could in halls or hostels about the town.

Among the sea's unexplained mysteries are the origin and actions of storm waves, commonest of nautical phenomena. Often storm waves travel much faster than the storm itself, meaning the storm as a whole, and sometimes they break with great force on a shore-line where conditions otherwise are very quiet and serene.

Much is still to be learned about the vagaries of ocean currents. Vessels and debris caught in these natural sea lanes often play uncanny tricks. In 1905 the *Stanley Dollar*, an American freighter, went upon the rocks at the entrance of Yokohama Bay. Her life preservers were washed away as she lay upon the beach.

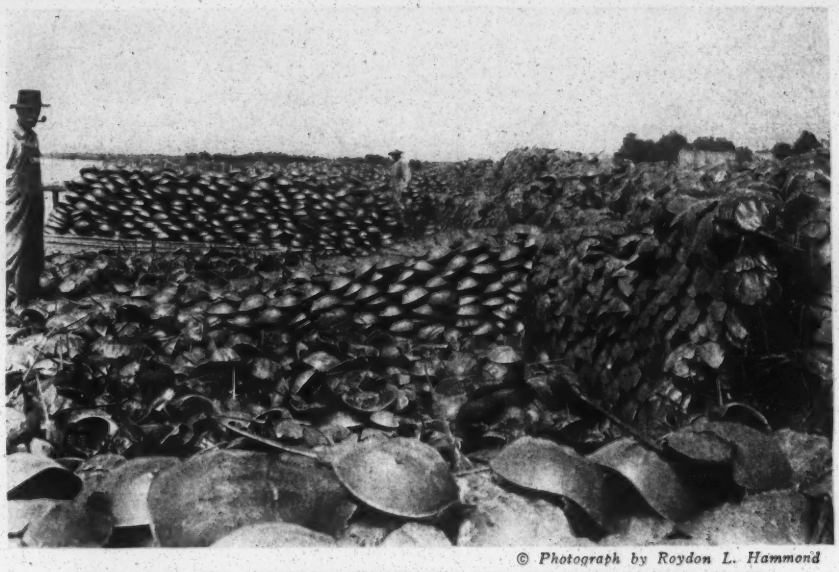
The Saga of a Life Preserver

In 1911 two of her life preservers were picked up along the shores of the Shetland Islands, north of Scotland. How they reached there is one of the puzzling questions that so often arise about the sea. Did they sweep up the Asiatic coast, through Bering Strait, and then through the Northwest Passage and Baffin Bay, and thence by Iceland to the Shetland Islands? Or did they, after floating through the Northwest Passage, get into the Polar Current and float down the Atlantic to the Gulf Stream, to be picked up and carried north again to the Shetlands?

It has often been surmised that the American Indian came to the shores of the New World an unwilling voyager on the bosom of the Japan Current.

Note: Students interested in the vast realm which lies under ocean waves will find additional authoritative data, written in non-technical language, in "A Round Trip to Davey Jones's Locker," and "Luminous Life in the Depths," *National Geographic Magazine*, June, 1931; "Tropical Toy Fishes," March, 1931; "Living Jewels of the Sea," September, 1927; "Sindbads of Science," July, 1927, and "The Treasure House of the Gulf Stream," January, 1921. See also "The Book of Fishes," by Dr. John Oliver La Gorce, published by the *National Geographic Society*.

Bulletin No. 2, October 19, 1931.



© *Photograph by Roydon L. Hammond*

THEY LOOK LIKE SOLDIERS' "TIN HATS," BUT THEY ARE REALLY CRABS

The Horseshoe Crab, one of the strangest of the many inhabitants of the little-known depths of the sea, has no food value but it makes good fertilizer. This collection of 300,000 shells, at Bowers, Delaware, will be dried and coarsely ground, after which it will be sold to fertilizer manufacturers. In 1927 half a million Horseshoe Crabs were collected at Bowers for their ammonia content.

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The New Hudson Span and Other Famous Bridges

A BRIDGE, according to one schoolboy's definition, is something water flows under. But this explanation leaves a great deal unsaid about such giants as the new George Washington Bridge, New York's mammoth span, which will be open to traffic the latter part of this month.

The new bridge across the Hudson River may rightly claim the crown of bridgedom's mightiest, because it possesses the longest span between supports—3,500 feet. Other bridges, however, are longer, over all, and have decks at a greater height above the water than that of the George Washington Bridge.

Detroit Bridge Second

Among the suspension bridges of the world the 3,500-foot span of the new Hudson bridge has no rival. The Ambassador Bridge, connecting Detroit and Sandwich, Ontario, is a rather distant second with a central span of 1,850 feet. But the Detroit River bridge is longer over all than the Hudson bridge. From entrance to exit the Detroit bridge stretches 9,000 feet, compared to the Hudson bridge's 8,700 feet. The Philadelphia-Camden suspension bridge, with a central span of 1,750 feet, has even longer approaches, giving it an over-all of 9,500 feet. Most of the longest central spans in the world are cable suspended.

Many places enter contestants for the title "longest bridge in the world." Some of the claimants are only trestles, built over swampy land half covered with cinders and loose earth. Among the more notable long bridges which traverse bodies of open water, and their approximate lengths, are: Great Salt Lake cut-off, 20 miles (28 miles with filled sections); San Francisco Bay, San Mateo, 7 miles; Lake Pontchartrain, Louisiana, railroad bridge, 7 miles; James River bridge, Newport News, Va., 6 miles; Gandy Bridge, Tampa, Florida, 6 miles; Lake Pontchartrain, Louisiana, highway, 5 miles; and Hell Gate Bridge, 3½ miles. Florida may claim the longest series of bridges between the tip of its mainland and Key West, some 90 miles. Its widest water jump is over 7 miles.

Among the cantilever bridges—bridges with projecting beams supported on one end—the longest and most famous is Quebec bridge, crossing the St. Lawrence River 9 miles west of Quebec. This bridge, with a main span of 1,800 feet, was more than twenty years in construction and cost over eighty lives. Twice this most tragic of modern spans collapsed in course of construction, necessitating many changes in design. Until the Quebec bridge was finished in 1927 the Firth of Forth Bridge, Scotland, with two main spans of 1,710 feet each, was king of the cantilevers. Other long cantilevers are: Queensboro, New York City, 1,182 feet; Cooper River, Charleston, S. C., 1,050 feet; Monongahela River, Pittsburgh, Pa., 812 feet; and Mississippi River, Vicksburg, Miss., 800 feet.

Australia's Biggest Bridge

Australia has the momentary distinction of possessing the largest steel arch bridge in the world, the new Sydney harbor span with a central leap of 1,650 feet. It is estimated that its four lanes of vehicular traffic, two train and two trolley tracks, will carry more than a million persons daily, which traffic, if attained, will give it the additional title of the world's busiest bridge.

Next year, however, the Sydney bridge will be nosed out by a scant 2 feet and 1 inch, when the Kill Van Kull bridge, connecting New Jersey and Staten Island, is finished. This arch of 1,652 feet, 1 inch, will carry less traffic, however, as the original plans call for only four lanes for vehicles, to which can ultimately be added two more lanes, or two interurban train tracks.

Other notable steel arch bridges are: Hell Gate, New York City, 978 feet; Niagara Falls, N. Y., 840 feet; and Topock, Arizona, 592 feet.

Replacing a Bridge in 7 Minutes

Of the simple truss—rigid framework—bridges the Castleton, N. Y., bridge over the Hudson River has the longest channel span—1,008 feet. A three-span truss railroad bridge over the Muskingum River at Tyndall, Ohio, over 700 feet long, and weighing over 7,000,000 pounds, was rolled into place one morning a few years ago in seven minutes, after it had been built on adjoining property. Train schedules were not interrupted. Another important truss bridge is that over the Ohio River at Metropolis, Illinois, with a central section of 720 feet.

UMI

"In course of time the scholars and teachers, as a matter of convenience, boarded together in halls. Gradually these halls gave way to corporate bodies or colleges, most of them of religious foundation and endowment.

"To-day Oxford is officially composed of twenty-one colleges, one hall, a Delegacy of Non-Collegiate Students, four 'societies' or colleges of women students, and the Society of Oxford Home Students, the last the female equivalent of the Delegacy of Non-Collegiate Students. In all, there are some 15,000 undergraduate and graduate members of the university, of which from 4,000 to 5,000 are undergraduates in residence.

"Oxford and Cambridge are unique among institutions of higher learning in the world in that they are composed of colleges which are also incorporated bodies, each college with independent endowments, the right to receive and reject whom it will, and the power to regulate its students, within the walls of the college itself, as it sees fit. No one, in fact, may be a 'member' of the university unless he is first accepted by one of the colleges or the 'societies' of which the university is composed. There are no members of the university 'at large.'

"The university regulates the teaching, prescribes the requirements for degrees and grants them, and enforces discipline outside of the college walls. Almost every other power is delegated to the individual colleges. In some respects the relation between the university and its colleges resembles that between the Federal Government and the State governments of our own country."

Note: For supplementary reading and illustrations showing student life at Oxford see "Oxford, Mother of Anglo-Saxon Learning," *National Geographic Magazine*, November, 1929. See also "Visits to the Old Inns of England," March, 1931, "Vacation In a Fifteenth Century Manor House," May, 1928, and "Through the Heart of England in a Canadian Canoe," May, 1922.

Bulletin No. 3, October 19, 1931.

© *Photograph by Gillman*

OXFORD UNDERGRADUATES HIKING TO THE SCENE OF A BEAGLE HUNT

"Hunts," or "packs," such as the Christ Church Beagles, are usually organized by a few wealthy undergraduates, but anyone may join the regular members on the day's hunts—anyone, that is to say, who will not refer to the hounds as "dogs," or make the tactical error of bringing a gun. The object of the hunt is to tire out the quarry by showing greater endurance, and, even though one knows which way the hare is circling, it is not considered good sportsmanship to cut across the diameter of the circle to head it off.

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Montevideo: City of Roses and "Frigorificos"

IN KEEPING with a new policy of the American State Department, which calls for the grouping of all foreign service offices in one building, the American Legation in Montevideo has moved into new quarters on the Avenue Eighteenth of July, principal thoroughfare of the Uruguay capital. Part of the same building is occupied by the American commercial attaché, and it is possible that the Consulate General also will move there soon.

Among South America's big cities, Montevideo stands out on three scores. It is one of the world's great ports; it is a national capital of importance; and it is a pleasure resort of international appeal. The latter aspect of Montevideo is one that colors it from the edge of the "Old City" to the remotest of the numerous bathing beaches that extend southeastward, and to the outermost limits of the far-flung park system that unfolds inland.

Has an Ideal Climate

Geology and climate coöperated to make the city attractive, and it has gained the reputation of being one of the cleanest and healthiest of the world's larger urban communities. The site of the older portion is underlain by almost solid rock, covered with a thin layer of soil. The surface slopes moderately toward the sea, giving ideal drainage. The existence of an almost continual sea breeze prevents the accumulation of dust. The temperature is never very high nor very low; and the rainfall is adequate. As a result flowers, shrubs and trees thrive, and Montevideo has gained the title, "City of Roses."

The Montevideans have taken full advantage of their soil and climate. Outside the relatively small "Old City" numerous wide, tree-lined boulevards stretch out fan-wise, and along them are strung charming plazas and parks.

The city was founded a little more than 200 years ago, in 1726. The settlement was established on a peninsula extending westward into the La Plata estuary that may be taken as marking the point where river and ocean meet. Northward and westward of the peninsula is a circular bay—the Bay of Montevideo—which became the city's harbor and great commercial asset. More than three-fourths of the national trade passes through Montevideo, and annually it sees the arrival and departure of 5,000 ships.

Three Types of Bathing Beaches

The city long ago outgrew its orginal peninsula site. It has grown southeastward along the ocean, inland over the rolling country, and westward along the bay. Along the ocean is a series of bathing beaches, the most fashionable of which is Los Pocitos, about three miles from the old city.

During the southern hemisphere's summer and early autumn—from December through March—Pocitos and its neighboring beaches are crowded with vacationists and pleasure seekers from Montevideo itself, the back country of Uruguay, Argentina, Paraguay, southern Brazil, and even more remote sections of South America. Thousands of little movable bath houses dot the beaches. Uruguayan custom calls for the division of the beaches into three sections: one for women and children, one for men, and one for mixed bathing by family parties.

Inland the city has spread over a considerable area. Into the closer portion of this new territory extend the broad, shaded boulevards. Farther out are large

The biggest bascule drawspan bridge is that over the St. Mary's Canal at Sault Ste. Marie, Michigan, which has a span of 336 feet. The title of the "world's highest bridge" is claimed by the suspension bridge across the Royal Gorge in Colorado, whose roadway is 1,052 feet above the waters of the Arkansas River. Loftier in altitude is the "highest" railroad bridge, the Viscas railroad bridge in Peru, 15,000 feet above sea level—but spanning a gorge of no great depth itself.

Some bridges are famous, however, that lack any claims to immensity. The old London Bridge, for instance, and the Ponte Vecchio, in Florence; the Pont Neuf, in Paris; Rialto, in Venice, and the Bridge of Sighs in the same place. Brooklyn Bridge, when it was completed in 1883, was the world's largest, but it now is in sixth place among suspension bridges alone. It is, perhaps America's most famous bridge, and, with the Eads Bridge over the Mississippi River in St. Louis, has been the most publicized.

Bridges of the Future

But the giants of to-day are the pygmies of the future. Plans are under consideration for a suspension bridge over the Golden Gate, San Francisco, which will call for a channel span of 4,200 feet. Another for the Narrows, between Staten Island and Long Island, New York, will have to stretch 5,000 feet. It has been estimated that the longest suspension bridge—the only practical type for great distance—that can be built with our present steel is a little less than 2 miles. Beyond that traffic would have to be lightened so that the enterprise would not be profitable. At about 50,000 feet the cables would snap of their own weight

Each cable of the giant new Hudson River span is a yard thick, and four of them support a roadway wide enough for eight lanes of traffic. When the cables were first spun from 26,474 thin wires each, they had an outside diameter of 48 inches. Huge clamps were run the entire length of the cables, squeezing them to 36 inches. Four hundred men took two years to spin the four cables. Stretched out in a straight line this amount of wire would reach almost halfway from the earth to the moon.

Note: Photographs of many of the most famous bridges in the world may be found in the files of the *National Geographic Magazine*, which can be consulted in your school or local library. The recent State articles, among them "New Hampshire, the Granite State," September, 1931; "Illinois, Crossroads of the Continent," May, 1931; "This Giant That Is New York," November, 1930, and "Louisiana, Land of Perpetual Romance," April, 1930, contain many pictures of famous American bridges.

Bulletin No. 4, October 19, 1931.

© Photograph courtesy of Canadian Government Motion Picture Bureau

QUEBEC'S TRAGIC SPAN COST OVER 80 LIVES IN BUILDING

This, the mightiest cantilever bridge in the world, crosses the St. Lawrence River 7 miles above the city of Quebec. Twice the bridge collapsed during construction. The total cost was over $22,000,000. Six railroads use this bridge, which is the last direct contact from shore to shore on the St. Lawrence River.

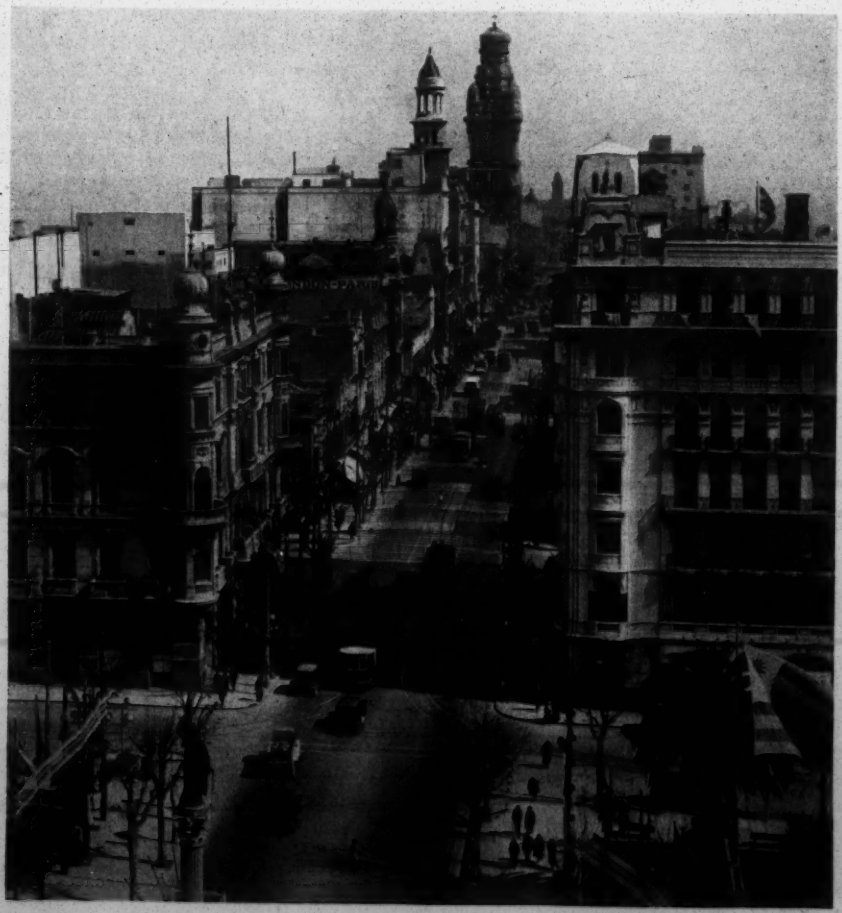
parks; and at still greater distances are a number of suburban communities separated by gardens.

Industrial Montevideo has developed chiefly along the bay to the west. There are the great meat-packing plants—"frigorificos"—which make use of Uruguay's chief product, livestock.

Montevideo's unusual name is supposed to have come from the exclamation of a look-out on an early exploring vessel: "I see a mountain!" The exclamation was probably made in Portuguese but came to have a Latin form. The "mountain," a conical hill 486 feet in height, rises across the bay from the old city, and is now called "El Cerro," "The Hill." On El Cerro are the ruins of an old Spanish fort, and a lighthouse and radio tower.

Note: See also "Skypaths through Latin America," *National Geographic Magazine*, January, 1931, and "By Seaplane to Six Continents," September, 1928.

Bulletin No. 5, October 19, 1931.



© *National Geographic Society*

FINE BUILDINGS LINE THE STREETS OF MONTEVIDEO

Uruguay's capital ranks among the most beautiful cities of the world due to its wide, well-paved streets, many beautiful parks, and pleasing architecture. The rather bizarre tower of the Salvo Building (center background) dominates the city's skyline as does the Empire State Building in New York. Note that the traffic, as in England, moves to the left.